



NEW MODEL 2010

MOTO GUZZI V7 CLUBMAN RACER

All of the relish of challenges between gentlemen riders comes back to life in the classic sportiness of the V7.

Moto Guzzi V7 Clubman Racer is the end result of extensive **tuning** inspired by the motorcycles that in the **1970s** challenged each other in the modified production category. Races enlivened by heated rivalry between fans of the Japanese bikes, at the time extremely powerful but hard to handle, and fans of **Italian motorcycles**, perhaps on the minus side in terms of power but superior to their Oriental challengers when it came to their **rigorous chassis** and **braking**. Challenges on the tracks then shifted to tables at bars, where showing off a **Moto Guzzi V7 Sport with single-seat saddle, racing exhaust system** and the unfailing top fairing was the symbol of belonging to the elite of the sportiest motorcyclists.

The **V7 Clubman Racer** is the epitome of this snapshot taken more than 30 years ago, and reworks it by adopting the technology and quality standard of today's manufacturing processes.

The latest member of the V7 family is fitted with a **top fairing** inspired by the legendary 850 LeMans, a **single-seat saddle with number plate**, and even flaunts a roaring pair of Arrow silencers.

Its **footrests moved back** and **adjustable handlebars** make it inviting to take onto the track.

All that a gentleman rider in the mood for **track days** has to do is put on a helmet and a simple leather suit, find the ideal set-up by adjusting **the sophisticated pair of Bitubo shock absorbers** and guide the 18 inch front wheel as close as possible to the kerb.

The strong personality of the **Moto Guzzi V7 Clubman Racer** is also underscored by details like the **chrome tank complete with knee guard, rear-view mirrors anchored to the ends of the handlebar**, the chrome Moto Guzzi logo ornaments and the **new racing fuel tank cap**.

The rest of the bike follows the features of the V7 Cafè with regard to both chassis geometry, with its double cradle design and lower elements bolted on and removable, and



to the geometry with the headstock tilted at 26°50'. In addition to the multi-adjustable Bitubo shock absorbers, the **suspension** banks on the absorption capacity of the **Marzocchi fork with 40 mm stanchions** and 130 mm travel.

The braking system consists of a **320 mm floating front disc** and a **260 mm disc in the rear**, while the **spoke wheels** have the same diameter as those of the V7 Cafè but instead of high profile tyres, they are equipped with the higher performance and aesthetically pleasing **Pirelli Demon Sport**, with a **larger 140/70 tyre in rear**.

All owners of V7 bikes can find all of the parts **supplied standard on the V7 Clubman Racer in the new Moto Guzzi accessories catalogue**, available separately.

V7 CLUBMAN RACER TECH DATA

Engine	: Type 90° V-Twin, 4 strokes
Displacement	: 744 cc:
Maximum power output	: 35,5 kW (48,8 CV) at 6,800 rpm (25kW available upon request)
Max Torque	: 58,2 Nm at 3,200 rpm
Exhaust system	: 3 ways catalyzed with sonda Lambda
Gearbox	: 5 speeds
Secondary drive	: shaft drive, ratio 8/33=1 : 4,825
Front suspension	: Marzocchi hydraulic telescopic fork, Ø 40 mm
Rear suspension	: swinging arm in light cast alloy with two dampers, preload adjustable
Front brake	: single stainless steel floating disc, Ø 320 mm, with 4 piston calipers
Rear brake	: single steel disc, Ø 260 mm
Wheels:	: spoke light alloy
Tyres	: 100/90 - 18 56H TL (Front) - 140/70 17 65H TL (Rear)
Length	: Max 2,185 mm
Width (handlebars)	: Max 800 mm
Height (dashboard)	: 1,115 mm
Seat height	: 805 mm
Dry weight	: 182 kg
Fuel tank capacity	: 17 litres (Reserve 2,5 litres)
Dry weight	: 182 Kg